

Smart Growth Transportation Policy

A Guide to Access Management

Coshocton County, Ohio

*Adopted by the Coshocton County
Commissioners*

Effective: February 1, 2009

ARTICLE ONE

Authority

These regulations are adopted pursuant to the authority granted to Boards of County Commissioners by Ohio Revised Code Chapter 5552.

ARTICLE TWO

Purpose

This Smart Growth Transportation Policy has been adopted for the purposes of promoting traffic safety and efficiency, maintaining proper traffic capacity and traffic flow, reducing vehicular collision frequency, minimizing the future expenditure of public revenues, and improving the design and location of access connections to county and township roads while at the same time providing necessary and reasonable ingress and egress to properties along those roads.

This Board of County Commissioners finds and determines that these regulations establish the minimum standards necessary to properly manage access to county and township roads in Coshocton County and to carry out the purpose and intent of Revised Code Chapter 5552.

ARTICLE THREE

Implementation and Administration

The effective date of these regulations is February 1, 2009. The Coshocton County Engineer is responsible for implementing and administering these regulations.

ARTICLE FOUR

Applicability

A. These regulations shall apply to all access connections designed or intended for motor vehicle, bicycle, equestrian or pedestrian use to county or township roads constructed on or after the effective date of these regulations. This includes new public roads, new private roads, and new driveways. They shall also apply to all existing access connections for the purposes described in this Article whenever the land use or the access classifications of such existing access connections change or whenever the existing access is upgraded by reconstruction, relocation, modification, or expansion.

B. These regulations apply to the original approval of platted major subdivisions and are used in conjunction with the Coshocton County Subdivision Regulations. They also apply to minor subdivisions approved without a plat under the procedure contained in R.C. 711.131, large lot developments, and to any point of access from a parcel of land not otherwise subject to regulation under Chapter 711 Revised Code of Ohio.

C. These regulations apply to the siting of public roads, private roads, and driveway connections on all county and township roads in Coshocton County. These regulations are intended to work in conjunction with the regulations of the Coshocton County Subdivision Regulations as adopted by the Coshocton County Regional Planning Commission.

ARTICLE FIVE

Definitions

A. **Access Classification:** A classification system that defines driveways, private roads, and public roads according to their purpose and use.

1. **Minimum Volume (MV) access point**
 - field drive – provides access to agriculture lands and principally used by farm equipment
 - utility drive – provides access to public utility facilities, such as well fields, regulator sites, water storage tanks, etc.
2. **Very Low Volume (VLV) access point**
 - farm drive – provides access to farm buildings, including a single home
 - single family residence drive
 - single family common access drive serving five or fewer residences
 - multi-family residence drive serving five or fewer residential units
 - walking, jogging, biking or equestrian trails
3. **Low Volume (LV) access point**
 - less than 100 trip ends in the peak hour
4. **Medium Volume (MV) access point**
 - 100 or more but less than 200 trip ends in the peak hour
5. **High Volume (HV) access point**
 - 200 or more trip ends in the peak hour

B. Access Connection: Any connection to a road or street which permits access to or from the road or street by vehicles, equipment, cars, trucks, buses, motorcycles, bicycles, pedestrians, horses, or other animals, for the purpose of crossing the road or street or accessing the road or street. An access connection may be a road, street, access point, or trail.

C. Access point: An access connection including driveways, private and public roads or streets.

D. Lot Split Approval: The process of approving Minor Subdivisions (Lot Splits) in accordance with the Subdivision Regulations as authorized by R.C. 711.131.

E. Road Classification: A ranking system for roadways used to determine the appropriate degree of access management regulation in order to promote public safety and growth and prevent congestion. For the purpose of these regulations, all roads on the County and Township road systems shall be placed into one of the following classifications and delineated on a map:

- Major Collector Roads
- Minor Collector Roads
- Local Roads
- Collector Streets
- Local Streets

The County Commissioners, in conjunction with the County Engineer, shall periodically review this map to determine if any changes in classification need to be made.

F. Stopping Sight Distance (SSD): The distance required by a driver of a vehicle, traveling at a given speed, to bring the vehicle to a stop after an object on a roadway becomes visible. Stopping Sight Distance shall be as defined in the most recent edition of the Location and Design Manual of the Ohio Department of Transportation for all roads with an Average Daily Traffic (ADT) ≥ 400 ; for an ADT ≤ 400 the most recent AASHTO Guidelines Very Low Volume Local Roads shall be utilized. Where there is no journalized reduced speed limit, and it is obvious that the pace of the road in the vicinity of the proposed split, or the proposed access connection, is less than 55 mph, the County Engineer shall determine the reasonable pace in the area and will apply the appropriate Stopping Sight Distance that corresponds to the determined pace.

G. Subdivision Regulations: The Coshocton County Subdivision Regulations as enacted and amended by the Coshocton County Regional Planning Commission and the Coshocton County Commissioners.

H. **Technical Design Standards:** The Technical Design Standards of the Coshocton County Engineer are located in Appendix A of these regulations.

Definitions from the Coshocton County Subdivision Regulations are incorporated by reference into these regulations to the extent not inconsistent with the above definitions.

ARTICLE SIX
Preliminary Access Approval

A. Prior to any lot split approval, or prior to the transfer of any lot or parcel of land which is not subject to a lot split approval, the Coshocton County Engineer shall, upon receipt of a completed application (see Appendix B), issue a preliminary access approval. The preliminary access approval will indicate those locations along the lot for which access is acceptable and in conformance with these regulations. The preliminary access approval shall be issued within seven working days following submission of all the information required by these regulations.

B. For preliminary access approval to an existing parcel, or for access permit issuance when no preliminary access approval was required, the Coshocton County Engineer may require any or all of the following information be shown on an accurate drawing:

1. Distances from the side property lines to the nearest adjacent access points, and their respective use.
2. Location of any access points across from the property and their current use.
3. Location of any access points on the property and their present use.
4. Available sight distance (ASD) and required stopping sight distance (SSD).
5. Required access point spacing.
6. Location of proposed access points, if known.
7. Other information as required by the Coshocton County Engineer.

Depending upon the classification of the public road and the proposed access classification, the County Engineer may require additional information that will require the services of either a professional engineer or a professional surveyor.

ARTICLE SEVEN
Access Permits

A. Prior to the issuance of a new address, or prior to the construction of a access point in those situations not requiring a new address, the Coshocton County Engineer shall issue an access permit. The permit will be for access at a location for which a preliminary access approval was previously granted, or at a location that is otherwise

- in conformance with these regulations. In those situations where no preliminary access approval was issued, the Coshocton County Engineer may require submission of the Preliminary Access Approval information. If the access is from a township road the County Engineer shall notify the Township Trustees of the proposed action.
- B. Permits issued may include interim or temporary permits and shall prescribe the permitted uses and any limitations or conditions of the permit as well as the access classification. New permits are required whenever the land use or the access classifications of existing access points change or whenever existing access points are upgraded, including widening.
 - C. For Minimum Volume and Very Low Volume driveways, access permits shall be issued within seven working days following submission of all required information.
 - D. For all other access point classifications, access permits shall be issued within thirty working days following submission of all information required by these regulations.
 - E. Any access permit which is not acted upon within the above time frames shall be deemed approved and shall be issued in accordance with the information submitted.
 - F. An access permit fee (Appendix D), as established by the Board of Commissioners to cover the cost of administering these regulations, shall accompany the access permit application.
 - G. Access permits shall expire if the access point is not constructed within one year of the date of access permit issuance.

ARTICLE EIGHT Variances and Appeals

- A. The Board of Commissioners shall designate the Executive Committee of the Coshocton County Regional Planning Commission, less the County Engineer, as the Board of Appeals for the Smart Growth Transportation Policy. The Board of Appeals shall hear and decide variances to these regulations in accordance with the standards of this Article. It may also hear appeals where it is alleged that the Coshocton County Engineer made an error in any order, requirement, decision or determination in the enforcement of these access management regulations.
- B. Variances may be granted by the Board of Appeals for all classes of access points. Variances are appropriate if not contrary to the public interest where, owing to special conditions, a literal enforcement of the regulations will result in unnecessary hardship or a negative impact on economic conditions, and such that the spirit of the regulations will be observed and substantial justice done.

C. In the granting of variances in accordance with the standards on paragraph B, the Board of Appeals may consider the following:

1. Whether or not granting the variance causes the loss of jobs or inability to attract new jobs.
2. Whether not granting the variance would deny all reasonable access.
3. Whether granting the variance would endanger the public safety.
4. Whether the hardship was self-created.
5. Whether granting the variance would hinder traffic safety or the proper operation of the public road.
6. Whether granting the variance would be consistent with the purpose of these regulations.
7. Whether all feasible access options except granting a variance have been considered.

D. The applicants for variances may provide evidence of unique or special conditions that make the strict application of these regulations impractical or impossible. Such evidence may include:

1. Job creation or job retention.
2. Indirect or restricted access cannot be obtained.
3. No engineering or construction solutions can be applied to mitigate the condition.
4. No alternative access is available.

E. All applications for appeals or variances shall be made on the form provided (Appendix C) and accompanied by the fee established by the Board of County Commissioners. Appeals shall be filed within thirty days of the County Engineer's decision.

F. A verbatim record of the hearing shall be held; all testimony shall be taken under oath. The applicant shall have the right to present witnesses and evidence and to cross-examine witnesses who testify adverse to his/her position. The Board shall render its decision in writing within thirty days of the conclusion of the hearing.

G. Appeals to decisions of the Board of Appeals for the Smart Growth Transportation Policy shall be in accordance with Chapter 2506 Revised Code of Ohio.

ARTICLE NINE
Enforcement

- A. If any access point is installed contrary to these regulations, the County Engineer shall notify the property owner in writing. The notification shall identify the problem with the access point and establish a 15 day period for the property owner to correct the problem. If the problem is not corrected within 15 days, the County Engineer may block the access at the point that it enters a public road right-of-way.
- B. Access points constructed without a valid permit will be required to be brought into compliance with these regulations, and will be required to pay a penalty fee as established by the County Commissioners (see Appendix D.)
- C. In addition, whoever purposely violates any provision of these regulations may be fined upon conviction not more than five hundred dollars for each offense. Each day of violation is a separate offense.

ARTICLE TEN
Standards

- A. The arrangement, character, extent, width, grade, and location of all access connections shall conform to these regulations and shall be considered in their relation to existing and planned roads, streets and access points, topographical conditions, and public convenience and safety and the proposed uses of the land to be served by such access connections.
 - 1. The requirements of these regulations vary depending upon both the road classification and the classification of the proposed access.
 - 2. The provisions of any existing or future Smart Growth Transportation Policy prepared for a specific road or portion of a road shall apply. The applicable requirements of the Subdivision Regulations and Appendix A shall also apply.
 - 3. **Minimum Volume Access Points**

New access points or access point upgrades shall be located no closer than 25 feet from an existing or proposed access point and no closer than 80 feet from an existing or proposed road or street.

4. Very Low Volume Access Points

For the purpose of siting new access points for parcels over 5.0 acres additional VLV drives will be permitted if spacing and site distance requirements can be met.

- a. ***Along Major Collector Roads:*** No new VLV access points or access point upgrades shall be permitted along Major Collector Roads from parcels where access is available or can be made available from a lower classification road or street, or from a common access point.

Where a new VLV access point or access point upgrade along a Major Collector Road is the only option, it shall be located no closer than 495 feet from an existing or proposed access point or from an existing or proposed road or street. No more than one access point shall be permitted per parcel.

- b. ***Along Minor Collector Roads:*** No new VLV access points or access point upgrades shall be permitted along a Minor Collector Road from a parcel where access is available or can be made available from a lower classification road or street.

Where a new VLV access point or access point upgrade along a Minor Collector Road is the only option, it shall be located no closer than 100 feet from an existing or proposed access point or from an existing or proposed road or street. No more than one access point shall be permitted per parcel, although additional minimum volume access points may be permitted.

- c. ***Along Local Roads:*** No more than one VLV access point or access point upgrade shall be permitted along a Local Road per parcel. They shall be located no closer than 100 feet from an existing or proposed access point or from an existing or proposed road or street. Additional minimum volume drives may be permitted.

- d. ***Along Collector Streets:*** No more than one VLV access point or access point upgrade shall be permitted per parcel. New access points or access point upgrades shall be located no closer than 40 feet from an existing or proposed access point or no closer than 100 feet from an existing or proposed road or street. Additional minimum volume drives may be permitted.

- e. ***Along Local Streets:*** No more than one VLV access point or access point upgrade shall be permitted per parcel. New access points or access point upgrades shall be located no closer than 25 feet from an existing or proposed access point or no closer than 80 feet from an existing or proposed road or street. Additional minimum volume drives may be permitted.

5. Low, Medium and High Volume Access Points

- a. ***Along Major Collector Roads:*** No new L,M,HV access points or access point upgrades shall be permitted along a Major Collector Road from a parcel where access is available or can be made available from a lower classification road or street or from a common access point.

Where a new L,M,HV access point or access point upgrade along a Major Collector Road is the only option, it shall be located no closer than 495 feet from an existing or proposed access point or from an existing or proposed road or street. No more than one access point shall be permitted per parcel.

For new L,M,HV access points or access point upgrades that will warrant traffic signals, the spacing from the nearest existing or proposed signalized intersection shall be no closer than 2640 feet. From the nearest existing or proposed un-signalized intersection, the new access point or access point upgrade shall be no closer than 1320 feet.

- b. ***Along Minor Collector Roads:*** No more than one L,M,HV access point or access point upgrade shall be permitted per parcel unless: 1) the parcel is located at an intersection of two Minor Collector roads or at an intersection of a Minor Collector Road and a Local Road and one of the two access points is “right in/right out only” and is located on a Minor Collector, or 2) the access point spacing is at least 360 feet and one of the two access points is “right in/right out only.”

New L,M,HV access points or access point upgrades along a Minor Collector Road shall be located no closer than 360 feet from an existing or proposed road or street or from an existing or proposed access point.

For new L,M,HV access points or access point upgrades that will warrant traffic signals, the spacing from the nearest existing or proposed signalized intersection shall be no closer than 1760 feet. The new access point shall be no closer than 880 feet from the nearest existing or proposed un-signalized road or street intersection.

- c. ***Along Local Roads:*** No more than one L,M,HV access point or access point upgrade shall be permitted per parcel except that two access points may be allowed if one of the two access points is “right in/right out” and the access point spacing is at least 250 feet.

New L,M,HV access points or access point upgrades along a Local Road shall be located no closer than 250 feet from an existing or proposed road or street or from an existing or proposed access point.

For new L,M,HV access points or access point upgrades that will warrant traffic signals, the spacing from the nearest existing or proposed signalized intersection shall be no closer than 1320 feet, or from the nearest existing or proposed un-signalized road or street intersection no closer than 660 feet.

d. *Along Local and Collector Streets:* L,M,HV access points and access point upgrades shall meet the requirements for Local Roads.

e. *Note:* The County Engineer will evaluate alternative proposals for L,M,HV access points on all roads except Major Collectors. The applicant who wishes have an alternative considered must schedule a consultation with the County Engineer to discuss the merits of their proposal and the required justification for any such alternative.

6. General

a. All access points or access point upgrades shall meet or exceed the requirements of these regulations unless otherwise approved by variance provisions. The location of all access connections shall permit adequate horizontal and vertical sight distance as specified in the Appendix A based on the stopping sight distance for the legal speed limit or the reasonable pace at the location of the access point.

b. Common access driveways and/or cross access or through access easements may be required and are permitted to satisfy the requirements of these regulations. Proposed common access driveways and/or cross access or through access easements shall be in accordance with the Appendix E - Common Access Drive Regulations

c. Existing access points in which there is no change of use shall be exempt from the Smart Growth Transportation Policy. The following are conditions in which an access point shall be brought into conformance:

1. When new access permits are requested;
2. When access point upgrades are proposed;
3. When significant increases in trip generation are planned for the access point;
4. If the use served by the nonconforming access point discontinues for a consecutive period of 2 years; or
5. When there is a change of use of the property access.

d. To the greatest extent possible, developments shall incorporate unified access and circulation systems. Where a proposed development abuts to and connects, through internal circulation, to an existing subdivision or development which has access to a Collector or Local Road, the proposed

development shall, when necessary, upgrade the intersection at the Collector or Local Road and the existing subdivision's or development's access to the Collector or Local Road.

e. Whenever a new access point or access point upgrade is permitted, the property owner shall eliminate all pre-existing non-conforming access points upon completion of the new access point or access point upgrade as required by the County Engineer. No new access points or access point upgrades shall be permitted for parcels where access rights have been previously extinguished or acquired by a governmental body.

f. The County Engineer may require a Traffic Impact Study for any Medium Volume or High Volume access point and may require a Traffic Impact Study for any Low Volume access point. The Traffic Impact Study shall be prepared in accordance with the requirements of the Ohio Department of Transportation Local and Design Manual and the County Engineer.

ARTICLE ELEVEN Revisions to this Plan

From time to time it may become necessary to revise these regulations. The following procedure outlines the process to revise the Smart Growth Transportation Policy.

1. The Coshocton County Regional Planning Commission shall petition the County Commissioners to amend the Smart Growth Transportation Policy.
2. The petition shall outline the revisions or new regulations to be considered.
3. The County Commissioners shall either accept or dismiss said petition within 30 days of receipt of said petition.
4. Should the Commissioners accept the petition, they will enter it into their Commissioners' Journal and they shall re-activate the Advisory Committee as constituted in Section 5552.04 of the Ohio Revised Code within 60 days of the journalization.
5. The Advisory Committee, from the date of the re-activation, shall have 75 days to review said petition and to present their recommendations to the County Commissioners.
6. The County Commissioners shall act upon the Advisory Committee's recommendations within 60 days after receipt. The Commissioners shall hold Public Hearings as outlined in Section 5552.06 of the Ohio Revised Code
7. Should the Commissioners adopt the revisions or new regulations, they will become effective on the 31st day following their adoption, unless another date is indicated in the regulations. A public notice of their adoption will be published as outlined in Section 5552.09 of the Ohio Revised Code.

ARTICLE Twelve
Adoption

These regulations are adopted by resolution of the Board of County Commissioners on December 31, 2008 after public hearings were held on November 26, 2008 and December 29, 2008.

BOARD OF COUNTY COMMISSIONERS
COSHOCTON COUNTY, OHIO







ATTEST:



Clerk

STOPPING SIGHT DISTANCE CHARTS

Ohio Department of Transportation (January 2006)
Guidelines for Average Daily Traffic \geq 400

| Design Speed (mph) | Design SSD (feet) | Design Speed (mph) | Design SSD (feet) |
|---------------------|------------------------|-------------------------------------|-------------------|
| 20 | 115 | 46 | 375 |
| 21 | 120 | 47 | 385 |
| 22 | 130 | 48 | 400 |
| 23 | 140 | 49 | 415 |
| 24 | 145 | 50 | 425 |
| 25 | 155 | 51 | 440 |
| 26 | 165 | 52 | 455 |
| 27 | 170 | 53 | 465 |
| 28 | 180 | 54 | 480 |
| 29 | 190 | 55 | 495 |
| 30 | 200 | 56 | 510 |
| 31 | 210 | 57 | 525 |
| 32 | 220 | 58 | 540 |
| 33 | 230 | 59 | 555 |
| 34 | 240 | 60 | 570 |
| 35 | 250 | 61 | 585 |
| 36 | 260 | 62 | 600 |
| 37 | 270 | 63 | 615 |
| 38 | 280 | 64 | 630 |
| 39 | 290 | 65 | 645 |
| 40 | 305 | 66 | 665 |
| 41 | 315 | 67 | 680 |
| 42 | 325 | 68 | 695 |
| 43 | 340 | 69 | 715 |
| 44 | 350 | 70 | 730 |
| 45 | 360 | | |
| Height on Eye 3.50' | Height of Object 2.00' | SSD=1.47vt + 1.075v ² /a | |

SSD=stopping sight distance, ft; t = brake reaction time, 2.5s; v = design speed, mph; a = deceleration rate, 11.2ft/s²

AASHTO

Guidelines for Average Daily Traffic \leq 400

| Design Speed (mph) | All Locations (0-100 veh/day) | Lower Risk Locations (100-250 veh/day) | Higher Risk Locations (100-250 veh/day) | All Locations (250-400 veh/day) |
|--------------------|-------------------------------|--|---|---------------------------------|
| 15 | 65' | 65' | 65' | 65' |
| 20 | 90' | 90' | 95' | 95' |
| 25 | 115' | 115' | 125' | 125' |
| 30 | 135' | 135' | 165' | 165' |
| 35 | 170' | 170' | 205' | 205' |
| 40 | 215' | 215' | 250' | 250' |
| 45 | 260' | 260' | 300' | 300' |
| 50 | 310' | 310' | 350' | 350' |
| 55 | 365' | 365' | 405' | 405' |
| 60 | 435' | 435' | 470' | 470' |

Lower Risk Locations –away from intersections, narrow bridges, railroad-highway grade crossings, sharp curves, and steep downgrades
Higher Risk Locations – near intersections, narrow bridges, railroad-highway grade crossings, or in advance of sharp curves or steep downgrades